





## Intimation.

Powell's

Furnishing  
DepartmentAT  
ALEXANDRA  
BUILDINGS,  
(FIRST FLOOR),UPHOLSTERED  
CHESTERFIELDS,  
SETTEES,  
FIXED OR DROP  
ENDS,  
STUFF-OVER  
EASY CHAIRS  
in a variety of styles,

IN STOCK

ready for covering in  
any tapestry which may  
be chosen, or in loose  
washing covers.

BEDROOM

FURNITURE

A Quantity of full  
Suites always ready for  
delivery in various fin-  
ishes.BEDROOM CHAIRS,  
TABLES,AND  
LOUNGES.

"EN SUITE"

BEDSTEADS,  
WIRE MATTRESSES,  
HAIR AND FIBRE  
MATTRESSES,UPHOLSTERED  
BOX-SPRINGSAND  
BED LINEN  
OF

Every Description.

Hongkong, 20th February, 1910.

## Public Companies

**HONGKONG ICE COMPANY, LIMITED.**  
THE TWENTY-NINTH ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS will be held at the Offices of the  
General Managers at 12.30 P.M. on SATUR-  
DAY, 26th instant, to receive a Statement of  
the Company's Account to 31st December,  
1909, and the Report of the General Managers.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 16th inst. to 26th  
instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers,  
Hongkong, 9th February, 1910. [176]

**HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY  
MEETING OF SHAREHOLDERS  
will be held at the Offices of the undersigned  
at 12 o'clock (noon), on WEDNESDAY, the  
23rd March.

The TRANSFER BOOKS of the Company  
will be CLOSED from 23rd inst. to the 9th  
proximo, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers,  
Hongkong Fire Insurance Company,  
Limited,  
Hongkong, 15th February, 1910. [186]

**THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.**

THE FORTY-FIRST MEETING OF  
SHAREHOLDERS in the Company  
will be held at the COMPANY'S OFFICE,  
No. 3 Queen's Road Central, Victoria, on  
THURSDAY, the 10th March, 1910, at 12  
o'clock Noon, for the purpose of Receiving a  
Statement of Accounts and the Report of the  
Directors for the Year ending 31st December,  
1909.

The TRANSFER BOOKS of the Company  
will be CLOSED from 25th February to 10th  
March, both days inclusive.

By Order,  
H. F. HICKMAN,  
Acting Secretary,  
Hongkong, 17th February, 1910. [188]

**HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.**

THE DIVIDEND DECLARED for the Half  
Year ending 31st December, 1909, at the  
rate of TWO POUNDS STERLING together with  
a Bonus of FIVE SHILLINGS STERLING per  
Share of \$125 is Payable on and after MON-  
DAY, the 21st day of February, Current, at the  
Offices of the Corporation, WHERE SHARE-  
HOLDERS ARE REQUESTED TO APPLY FOR  
WARRANTS.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager,  
Hongkong, 19th February, 1910. [193]

## Notice of Firm.

CHARGEURS REUNIS.

By Mutual Agreement between the Com-  
pagnie des Messageries Maritimes and  
the Compagnie des Chargeurs Reunis, the  
HONGKONG AGENCY of the CHARGEURS  
REUNIS, will, from the 1st January, 1910, be  
transferred to Messrs. P. A. LAPICQUE &  
CO. (Queen's Building No. 4).

CHARGEURS REUNIS,  
P. A. LAPICQUE & Co.,  
Agents,  
MESSAGERIES MARITIMES,  
P. THOMAS,  
Agent,  
Hongkong, 29th December, 1909. [187]

## Intimations

JOURNALIST WANTED.

EUROPEAN SUB-EDITOR AND CHIEF  
REPORTER for the "Times of Malaya"  
Ipoh, Perak, Federated Malay States. Ap-  
plicant must be able to write shorthand, be  
steady, young and single. Apply, stating  
salary expected and qualifications, to  
JACK JENNINGS,  
Managing Editor,  
Times of Malaya, Press, Ltd.,  
Ipoh, Perak.

[189]

## NOTICE.

MR. LI HON FAN, a Chinese graduate  
versed in literature, has been a teacher  
to European officials and merchants in this  
Colony for over ten years.

He has a good method of training Euro-  
peans to pass in the Chinese examination, and  
is possessed of a first rate certificate as a  
Chinese teacher. He has also a good knowl-  
edge of Mandarin.

Those who intend learning the Chinese  
language are requested to write care of  
Hongkong Telegraph office, or direct to 37,  
Hollywood Road, and floor.

Hongkong, 3rd January, 1910. [71]

## FURNITURE WAREHOUSE

**LI KWONG LOONG & CO.,**  
FURNITURE MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE

at

No. 10, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronized by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as  
follows:

"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Apparels  
to our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON & Co.,  
15th May, 1891.

ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 16th January, 1910.

[190]

## THE FLOODS IN PARIS.

The Paris correspondent of the *Times*, writ-  
ing on 27th January, says:—

**PUBLIC MONUMENTS THREATENED.**

A number of the principal monuments and  
public buildings of the city are threatened by  
the water, and in some instances serious dam-  
age has already been done to the substructure.

The roadway along the extensive water front  
of the Louvre shows an appreciable dip for  
nearly the whole of the distance between the  
Pont des Saints-Pères and the Pont des  
Arts. The embankment has been under-  
mined, and even if worse things do not hap-  
pen the roadway will have to be raised.

Water has penetrated into the basement of  
the Museum, where the casts are warehoused,  
and the Conservators passed an anxious  
time last night. The building itself, the walls  
of which are of tuff, is considered secure,  
but it is impossible to tell what would happen  
to the structures if the tuff were to burst, or  
if the water, which is now nearly level with the  
top of the embankment wall, were to overflow  
into the roadway. At midnight an extraordi-  
nary scene was witnessed by those who were  
able to obtain leave to pass the cordon of  
police, who have closed this part of the  
Quai de Louvre to all traffic since yesterday  
afternoon. In the fitful light of gas flares  
gangs of men were pulling up the paving-  
stones and the flat sets in the roadway,  
and were piling them up three deep in a  
concocted barrier against the threatened wall.

The river at that point had almost reached the  
top of the embankment wall and was nearly  
three feet above the level of the roadway.

The portals of the Louvre along the river-front  
were defended by bags of sand and cement,  
and the Museum staff were on duty throughout  
the night. In many other parts of the city the  
roadway has been torn up by the Engineer  
Corps at threatened points in order to furnish  
materials for the construction of barrier against  
the flood. The Cathedral of Notre Dame is  
perfectly secure, but the water has invaded  
the basement of the structure as well as  
the low-lying streets in the Ile de la Cité.

The cellars of the Hotel de Ville are under water,  
and pumping produces little or no effect. At  
the Palais de Justice the courtyard of the Sainte  
Chapelle is flooded, the lower portions of the  
Conciergerie are under water, and the ad-  
ministration of justice in the Courts has been  
completely disorganized. The cellars of the  
Institute are flooded and part of the building  
is surrounded by water. In the post-office of  
the Chamber of Deputies the water is level  
with the counters. This portion of the Palais  
Bourbon is practically isolated. The greater  
part of the Boulevard Saint-Germain quarter  
is similarly affected. At the Palace of the Elisee  
water has penetrated into the cellars. At the  
Foreign Office the situation is rendered serious  
by the fact that, in addition to the gradual rise  
of the water in the Invalides Railway Station  
and in the Rue de l'Université, embankment  
wall along the Quai d'Orsay threatens to give  
way before the pressure of the flood. All the  
documents which were stored in the threatened  
wing of the Ministry have been transferred to  
M. Pichon's living rooms, where the work of  
the various sections of the department is now  
being carried on. The walls of the Invalides  
Station are in imminent danger of falling in.

The Eiffel Tower is considered to be amply  
secure, since its foundations lie far below the  
normal level of the Seine. The bridges con-  
tinue to cause concern to the engineers, and  
several more of them, including the Pont de  
Solferino, d'Arcole, and de l'Archevêque, are  
closed to traffic. The stockade bridge at the  
top of the Ile Saint-Louis, which had previous-  
ly been dismantled, has now been partly carried  
away.

**A STRIKING SCENE.**

One of the most striking aspects of the flood  
is that which is visible along the quays from  
the Foreign Office and the neighbouring Rail-  
way Station des Invalides down to the Eiffel  
Tower. The railway station itself, which lies  
some 30 feet below the level of the road, is in-  
undated up to the skylights. From the Invalides  
Station the railway line to Versailles runs be-  
tween two massive stone walls close to the Seine.  
It has been inundated up to the level of the road-  
way, and, looking over the parapet, one sees a  
great torrent of water, some 30 or 40 feet deep  
and about 30 feet broad, racing under the rail-  
way arches, with which it is now nearly level  
and almost submerging the signal-post.

Only the tops of the telegraph posts are  
visible, with half the mass of telegraph wires  
submerged. This mighty current of water on  
the railway to some extent relieves the pressure  
on the Seine bridges below the Quai d'Orsay,  
although all the arches of the Pont de l'Alma  
except the central one are invisible, and in  
the centre one there is only a gap of some  
18in., which seems to be due solely to the  
downward swirl of the enormous mass of  
water that is sweeping under it. Troops of  
soldiers are busy with spades shovelling  
up emergency earth dykes, where the water is  
invading the roadway. It is as if the Thames  
were leaping over the wall of the Embankment  
and also emerging in swirling eddies from the  
skylights and the doors of Charing Cross, the  
Temple, and Blackfriars Underground Railway  
stations, the whole Underground line being  
flooded to the brim.

**FLOODED STREETS AND THOROUGHFARES.**

In the case of the streets and squares of Paris  
it is probably true to say that one-half are un-  
der water, while the other half have got water  
under them. Street after street is hourly  
being closed, either in whole or in part, by  
the police owing to the subsidence of the road-  
way. In the flooded eastern districts of the  
city the water is rising almost visibly and in  
many narrow lanes is rushing in a torrent  
in cascades down areas and basements. The  
great Lyons main line station is isolated and  
the Autorail Railway Station is inundated. All  
the riverside railway stations are now closed to  
traffic. The whole quarter of Bercy forms  
one vast lagoon, and at several points further  
down the river, notably in the Quai de la  
Tournelle district, the water is pouring over the  
embankment walls. The Ile Saint-Louis is a  
good supply in general threatens to become a

serious problem if existing conditions con-  
tinue. In the Chamber of Deputies yester-  
day the Prime Minister, M. Briand, evoked  
loud cheers by declaring that the Govern-  
ment would proceed with the full rigour of  
the law against all bakers and other pur-  
veyors of the necessities of life who should  
attempt to take advantage of the shortage in  
order to force up prices. The fact that this  
public warning should have been deemed  
necessary is sufficiently ominous. In view of  
the orders to the troops to shoot all marauders  
and stray dogs at sight, and the general sanitary  
precautions enjoined upon the population, the  
state of affairs is rapidly approximating to the  
conditions of a siege. For the benefit of the  
population, it is stated that there are large  
reserve stocks of wheat in the military gran-  
aries. Unfortunately a large number of mills  
have been flooded, and, as the daily con-  
sumption of flour in the capital is estimat-  
ed at 10,000 metric quintals, every effort is  
being made to prevent further interruption of  
the railway service. It is understood that  
the Minister of Public Works has issued  
instructions for trains carrying provisions to  
Paris to be given precedence over all other  
classes of goods traffic. This order has excited  
an outcry in various sections of the Press, which,  
in view of the flooding of the local paper fac-  
ories, fear that their supplies of printing paper  
will be cut off. The prices of a number of the  
principal commodities exhibit considerable  
fluctuations, but except in the case of vege-  
tables, arrivals in most markets have so far  
proved normal.

Telegraph and telephone communications  
are seriously curtailed. Nearly 10,000 tele-  
phone subscribers are cut off, and telegraph  
communications with foreign countries are  
threatened by the flooding of part of the Cen-  
tral Telegraph Office. Direct communications  
with England, Austria, Holland, and Denmark  
are impossible and are maintained only by  
sending the messages over circuitous lines.

The electric light on the left bank of the river  
has been, almost entirely cut off. The supply  
of drinking water is diminishing.

The news from the suburbs and the pro-  
vinces continues to be curtailed by the inter-  
ruption of communications. Most of the evo-  
cated townships and villages are completely  
under water. Fontainebleau is entirely cut  
off from Paris.

**CAUSES OF THE DISASTER.**

As soon as the stricken inhabitants are able  
to raise their vigil they will doubtless sit down  
and count the cost of the loss and damage  
which the flood has inflicted. According to  
tentative estimates the cost to the city may  
ultimately be found to amount to one milliard  
of francs, or £40,000,000. Whatever the figures  
may prove to be, they can, in any case, be only  
approximate, since the ruin which has over-  
taken thousands of families is irreparable. The  
visible damage alone will take many months to  
repair, while the effects of the sapping of  
foundations of the city are likely to make  
themselves felt for years to come.

The suggestion which was contained in the  
leading article in "The Times" yesterday, as  
to whether some means could not be devised  
of bridling the great rivers of France, has been  
reproduced by the French Press and opens up  
a wide field for discussion. In the history of  
floods in this country one fact, at any rate,  
seems significant. Whereas up to about the  
end of the eighteenth century an abnormal rise  
of the Seine, for example, was recorded on  
an average about once, or at most twice,  
in a hundred years, this phenomenon was  
witnessed about a dozen times, during the  
course of the last century. The increase in the  
number of these visitations during the last fifty  
years has been most striking.

It is possible that the gradual process of de-  
forestation has not been without influence upon  
the watersheds of rivers in the high lying dis-  
tricts of France. No compensating factor has  
been created in the shape of adequate agricul-  
tural drainage. The canal system, it is true, is  
highly developed, but this does not materially  
relieve the rivers of their surplus volume of water  
in time of flood. In Germany conditions are  
entirely different. The drainage of the country  
has been organized on scientific principles, the  
various State domains of woods and forests are  
carefully preserved, and drainage canals in the  
vicinity of Berlin, for example, help to avert  
disasters like the present visitation in France.

The construction of relief canals for the Seine  
has been advocated, but it has been pointed  
out that if these projects were carried out the  
consequent lowering of the river at certain  
seasons of the year would be a bar to naviga-  
tion and would tend to create insanitary con-  
ditions.

**THERAPION MAY NOW ALSO BE OBTAINED  
IN DRAGON (TASSELER) FORM.**

**THE NEW FRENCH REMEDY**

**THERAPION**

This successful and highly popular remedy, used in  
France by all the leading Hospitals, is now being  
introduced into the Colonies by Messrs. Li  
Kwong Loong & Co., who have secured the  
exclusive right to sell it in Hongkong and  
the adjacent territories.

**THERAPION NO. 1** is a re-  
markably effective and powerful remedy, the use  
of which does irreparable harm by laying the foundation  
of chronic and other serious diseases. In pulmonary, pleu-  
ritic, and other affections, it is the only remedy which  
will bring about a permanent cure. It is the only  
remedy which will bring about a permanent cure. It is the only  
remedy which will bring about a permanent cure.

**THERAPION NO. 2** is a re-  
markably effective and powerful remedy, the use  
of which does irreparable harm by laying the foundation  
of chronic and other serious diseases. In pulmonary, pleu-  
ritic, and other affections, it is the only remedy which  
will bring about a permanent cure. It is the only  
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remedy which will bring about a permanent cure.

**THERAPION NO. 3** is a re-  
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**THERAPION** is sold by principal  
chemists and druggists throughout the world. It is the only  
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## Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SAXONIA"

Captain Bahle, having arrived, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in  
the hazardous and/or extra-hazardous Godowns  
of the Hongkong and Kowloon Wharf and Go-  
down Company, Limited, whence delivery may  
be obtained against Bills of Lading counter-  
signed by the Undersigned.

Optional Cargo will be carried on unless  
notice to the contrary be given before TO-  
DAY.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 23rd inst. will be subject  
to rent.

All broken, chafed and damaged Goods must  
be left in the Godowns, where they will be  
examined on the 22nd inst., at 3 P.M.

No Fire Insurance will be effected by us in  
any case whatever.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 17th February, 1910. [190]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "DACE CASTLE"

FROM NEW YORK.

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HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint ..... 50 cents  
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A. S. WATSON &amp; CO. LIMITED,

HONGKONG DISPENSARY

and KOWLOON DISPENSARY.

Hongkong, 22nd February, 1910.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House, Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MSs, nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## BIRTH.

On February 17, 1910, at Shanghai, to the wife of B. C. Morton, a daughter.

## MARRIAGES.

On February 9, 1910, at Peking, China, Dr. J. Malland Stenhouse, B.A., (Cantab), Union Medical College, Peking, son of Major-General W. Stenhouse, St. Albans, to Gladys Harrison, third daughter of Rev. W. Hopkyns Rees, London Missionary Society.

On February 17, 1910, at Shanghai, William, youngest son of the late Robert J. Lani, and Minnie, elder daughter of the late J. R. Macbeth.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 23, 1910.

## THE NATIONAL BANK MOVEMENT IN CHINA.

Some time ago, we gave some indications of China's desire to improve the banking system of the Empire by the formation of a general national bank on the lines adopted in England, where the Bank in Threadneedle Street is the pivot of financial transactions in the British Isles. The Bank of England, as a contemporary observes, is the central institution which keeps the reserves of all the other banks, buys all gold which comes to it at a fixed price in sterling, keeps all the money belonging to the Government and has practically a monopoly of note issue.

It is, notwithstanding all this, not a Government bank but a private institution, the like of which may not be seen anywhere else in the world. Other banks have been constructed on the same or similar principle, but the Bank of England grew. *Nascitur, non fit*, would almost be true of it. How far China will succeed in her effort remains to be seen. Some steps have been taken, we hope in the right direction, and we wish them all success. In America the matter is receiving the keenest attention. There "national" banks and other private banks to the number of something like 25,000, work somewhat on the excellent system of the Scottish banks, which, as everybody knows, have done so much for Scotland and been generally so successful. But the mere fact that every one of these 25,000 banks is, like Hal o' the Wynd, fighting for its own hand, is just that source of weakness which as we have said breaks down before the blast of a financial gale. There is no backbone to the American system. There is to the Scottish, for, though they are more independent than the English banks, they still rely on the Old Lady of Threadneedle Street when storms come over them. So in Canada, to some extent do the independent banks on the Bank of Montreal, and those of Mexico on the Bank of Mexico. These three lauds, Scotland, Canada and Mexico are the only countries which have made anything like a success of the individual system, and in each case there is really a central bank to depend on. All other countries except the United States have given up the non-centralised plan for the centralised. Of course, the Scottish banks while sure of the influential backing of the Bank of England have an entirely different system of which they work to that of the English banks. It was Sir Thomas Sutherland who described at a dinner of the London branch of the Hongkong and Shanghai Banking Corporation the advantages of the Scottish system, and indeed, wrote the original prospectus on the lines of the banking business in the land of cakes. How is China to proceed in order that the reorganisation of the banks may be satisfactory? Japan and some other countries copied the United States, only to come to grief in time of stress even as she has done time and again. It was in 1882 that Japan began to introduce the centralised system in order to bring order out of the chaos which then reigned. Argentina is another example, and there are others. In fact the crisis in America some two or three years ago which affected the whole world may be attributed in some degree to the irregular methods of the banking institutions in that country. It therefore behoves China to proceed cautiously in dealing with this question, which also involves the reform of the currency, that vexed problem which is ever to the fore. But returning to the main issue there are many suggestions proffered regarding the best way of arriving at a satisfactory solution of an intricate project which is hedged around with obvious difficulties. In America, for instance, it is manifest that there would be grave opposition on the part of Chicago, we will say, if New York were to be constituted sole focus of all the financial activity of the country. It would seem as if this is a very real objection. Great Britain being a small country can do very well with all its gold centralised in the vaults of the Bank of England. But America is rather a continent than a country, and it is easy to produce reasons why instead of one central banking institution there should be several, unless indeed, the suggestion of one authority is accepted and the Federal Government itself is made the banker of the Republic. Another objection is the fact that twice before America has tried the centralised system and has given it up. That, however, was not because of inherent faults in the banking system, but of avoidable defects in the action of American politicians. There seems to be a deep distrust of the influence of the politician wherever financial affairs are concerned, and this is equalled apparently by fear of trusts. The writer who advocates pure government action with the Treasury as the Central Bank says one per cent. of the returns would pay all the expenses, and the other two per cent.—he proposes loans to all and sundry at 3 per cent. instead of the 5 or more now ruling—would pay "all the necessary requirements of the national government," truly an alluring outlook. Exactly what will happen depends largely on the action taken by the Senate. The President appears to favour the centralised system. It is to be hoped in any event that the financial reformers of China's banking system will narrowly watch the progress made by America in securing a stable system, so that she may be able also in the end to work out her own salvation.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

J. D. Hutchinson & Co. .... \$50  
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W. Pringle, J. .... 10

As a result of his visit abroad, Prince Tsai Hsiao, the Imperial Navy Commissioner, visited the Foreign Ministers in Peking on 17th inst. and thanked them severally for the courtesies that he received on his European tour.

THE output of the Chinese Engineering and Mining Company's three mines for the week ending 5th inst. amounted to 17,654.43 tons and the sales during the period to 16,298.45 tons.

CLARK'S second Round-the-World tour party, consisting of 780 members, is expected to arrive at Yokohama on the 25th inst. from San Francisco and leaves for Kobe on March 4th, and from Kobe for Nagasaki on March 8th.

MR. J. D. Clark, editor-in-chief of the *Shanghai Mercury*, has received an intimation from the Secretary of the Institute of Journalists that at a meeting of the Council of the Institute on the 8th ult. he was elected a Fellow of the Institute.

THE prohibition on the export of grain has now been extended to the whole province of Hsienan. The flour mills at Harbin are idle. The foreign Ministers in Peking have protested to the Chinese Government and the latter has promised to amend the situation.

OPPIUM valued at \$4,000 was seized at San Francisco on January 14th by Customs House Inspectors on the Pacific Mail liner *Siberia* which arrived the previous day from the Orient. The drug was contained in 140 five-tael tins. This seizure brings the valuation of opium confiscated within ten days to \$7,000.

## LOCAL AND GENERAL.

A MAN was fined \$500 at the Magistracy this morning for stowing away on the s.s. *Kunming*.

A CHINAMAN was this morning fined \$50 for being in unlawful possession of a quantity of opium.

SIR EDWARD Every, Bart., accompanied by Lady Every, arrived at Shanghai on 19th inst. by the T.C. str. *Suiko* from Hankow. They are staying at the Palace Hotel.

PRINCESS Hohenlohe and Comte and Comtesse de Reverse arrived at Shanghai on 19th inst. from Europe by the Austrian Lloyd steamer, and are staying at the Palace Hotel.

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A CHINESE comrade appeared at the Magistracy this morning for storing 48 cases of spirits of wine without a licence under the Dangerous Goods Ordinance. The defendant stated that he had a licence under the new Liquors Ordinance and was discharged by the Magistracy, who advised him to take out a licence under the Dangerous Goods Ordinance in addition to the one already in his possession.

AN affray between two Chinese seamen on board the *Rumier* at Seattle on January 11th had a fatal ending, one man being almost hacked to pieces by his infuriated fellow-countryman. The dispute arose over an alleged debt of 25 cents in connection with a fan-tan game. The murderer offered no resistance to arrest, and was lodged in the city goal, pending consultation with the Chinese Consul at Seattle.

THE *Saigon Opium* attaches a political importance to the visit of the Duke of Brunswick to Siam. It holds the view that the Duke is charged with a mission to get the King of Siam to cede to Germany the island of Koh Si-Chang, which lies off the mouth of the Menam River, and commands the entrance to Bangkok. Such a request, it is pointed out, would be fruitless, owing to Siam being bound by treaty engagements with France and Britain.

ANOTHER notable piece of land in Java—the Jasinga Estate—has passed into the hands of a British syndicate which is interested in the cultivation of tea. The purchase money is 1,300,000 guilders of which the *Java Bode* bears about 100,000 g as commission to the promoter who negotiated the sale. The *Batavia Nieuwsblad* understands that more deals of the kind are on hand, owing to British and German investors being eager to acquire estate property in that island.

THE flying week at Saigon is under the patronage of the Governor-General of Indo-China. The fights begin on March 13 with three events, the highest prize being 7,000 francs. On March 14, there will be three fights, the highest prize being 3,000 francs. Three fights also are arranged for each day on March 15, 16, 17, 18, and 19. The highest prize on each of these days is set at 2,500, 2,000, 500, 2,500, francs, respectively. Each other event has a prize—the values varying from 300 to 1,200 francs.

WE regret to have to chronicle the death of Mr. D. T. Black, which took place in the Roman Catholic Hospital early on Thursday morning, the *Hongkong Chronicle* of 11th inst. says. Mr. Black had been ill for some considerable time with but little hope of recovery. The interment took place at the old cemetery on the afternoon of the same day and was attended by a considerable number of friends. We extend our sincere sympathy to his sisters who reside at Shanghai and to the brother who lives in New Zealand.

## SALE OF RACE PONIES.

## GOOD PRIZES FETCHED.

A sale by public roup of ponies which ran at the last Race Meeting together with some unentered griffins took place outside the City Hall this afternoon, when some good prices were realized. There was a large number of bidders and interested spectators present at the sale.

The result of the sale was as follows:—  
1 Finesse, bay China pony, last played polo regularly for nearly 2 years, owner gone home. Withdrawn.  
2 Sidler Dhu, China pony. Sold to Mr. Ah To for \$15.  
3 Shadbrook, chestnut back, quiet and believed sound. Withdrawn.  
4 Snooker, chestnut pony, 3rd in Wongnue-chong Stakes, winner of the Hay and Corn Stakes. Mr. L. N. Leefe, \$115.  
5 Tonolise, (late Strathmill), grey sub. griffin season 1908-9, 13.1. Dr. Gibson, \$40.  
6 Lightfoot, grey sub. griffin 1909-10, 13.2. Mr. Marsh, \$65.  
7 Deceiver, 13.1. plebald. Capt. Brailly, \$50.  
8 Resolution, 12.3, grey China pony, winner Jockey Cup, 1910, guaranteed sound and in training. Not sold.  
9 Gisler, grey pony. Mr. G. O. Moxon, \$110.  
10 Calla Ross, grey China pony. Mr. Kennedy, \$80.  
11 Rajput, 13.0. Polo pony. Mr. M. W. Slade, \$160.  
12 Pioneer, (late Tedcott), 13.2, played polo. Mr. Coburn, \$75.  
13 Kirkdale, polo pony, up to weight, believed sound, a first class hack. Mr. Ah Lee, \$45.  
14 Astral, grey pony, 13.0. Mr. N. J. Stubb, \$180.  
15 Valentine, this year's sub-griffin, believed sound. Mr. Kennedy, \$90.  
16 Olive Tree. Mr. Davis, \$90.  
17 Fig Tree. Mr. Kennedy, \$150.  
18 Walnut Tree. Mr. Kennedy, \$155.  
19 Cabbage Tree. Mr. Kennedy, \$170.  
20 Borea, black pony. Mr. Owen, \$130.  
21 Flynn, grey pony. Mr. Kennedy, \$140.  
22 Bana, this season's subscription griffin, very handy, trained to stick and ball. Mr. Ellis, \$40.  
23 Firmities, bay griffin of his year, 13 hds. Mr. Kennedy, \$150.  
24 Jay Jay, Ch. griffin of this year likely to make polo pony. Not sold.  
25 Dark-brown polo pony. Mr. Ashburn, \$55.  
26 Dark-grey pony. Not sold.  
27 Grey sub. griffin of this season. Mr. Davis, \$55.  
28 Bay polo pony. Not sold.  
29 Goshawk, cream pony, 13.0. Capt. Heathcote, \$180.  
30 Tomhawk, grey pony, 13.1. Capt. Heathcote, \$300.  
31 Yunnan pony. Mr. Davis, \$55.  
32 Llana Chief, placed twice and twice 3rd at the Meeting. Commodore Lyon, \$80.  
33 Tairar Chief, and Ladies' Petre. Mr. Kramer, \$15.  
34 Zambiar Chief, not been ridden. Mr. Norman, \$25.  
35 Kamrah. Mr. Gok, \$95.  
36 Double Drago. Mr. Kramer, \$95.  
37 Little White Bun. Mr. J. W. Bandow, \$80.  
38 Yarrowburgh, grey China pony, 13.0. Mr. Kilmoe, \$95.  
39 Erize, China pony, 13.0. Mr. Kennedy, \$85.  
40 Grey griffin. Not sold.  
41 Marble grey griffin. Mr. Davis, \$75.  
42 Man Man. Mr. Kennedy, \$410.  
43 Honam. Mr. Lap Hal-pu, \$155.  
44 A Fall. Not sold.  
45 Younger Brother. Mr. J. Johnston, \$160.  
46 Garb, winner of last season's Gymkhana Cup. Mr. Davis, \$60.  
47 Birthday, good polo pony. Colonel Bayard, \$85.  
48 Christmas Daisy, grey pony. Mr. Kennedy, \$165.  
49 Starlight, grey China pony. Capt. Blair, \$70.  
50 Triad, dun pony. Mr. F. Ellis, \$80.  
51 Pales, grey pony. Mr. J. Johnston, \$100.  
52 Best Friend, brown pony, warranted sound in wind and limb, but not in eyesight. Mr. Davis, \$65.  
53 Ping Pong, grey pony. Mr. Forester, \$95.  
54 Job Trotter, very free trotter, would make good hack. Mr. F. Ellis, \$150.  
55 Toodles, (late Kandahar Chief), one first and a second in Shanghai Autumn Meeting, 1908. Mr. F. Ellis, \$45.  
56 Fala. Not sold.  
57 Fala. Mr. J. Johnston, \$50.  
58 No Change, bay pony, 13.1. Mr. Kennedy, \$75.  
59 Sunny Jim, sub-griffin 1909-1910, grey, 13.1, ran 4th Hongkong Stakes and 3rd Off-Day. Mr. Davis, \$110.  
60 Grey Back, grey, 12.1, sub-griffin season 1908-9, winner Governor's Cup, 3rd Maiden Stakes, winner 3 races Gymkhana, 1910 ran 4th a races and 3rd Off-Day. Mr. F. Ellis, \$100.  
61 Strathgairn, sub-griffin 1908, stylish hack, good mouth and temper, clever across country. Mr. Davis, \$30.  
62 Quiet grey hack. Not sold.  
63 Australian horse. Not sold.  
64 Tregruy. Mr. Kennedy, \$85.  
65 Tregunia. Mr. Davis, \$50.  
66 Trelade. Mr. J. Johnston, \$90.  
67 Tremear. Mr. Kennedy, \$95.  
68 Grey pony. Mr. J. Johnston, \$160.  
69 Brown pony. Mr. Davis, \$55.  
70 Butcher. Mr. Kennedy, \$65.  
71 White pony, quiet to ride by lady or gentleman, makes a nice hack. Not sold.  
72 Blue dun polo pony. Mr. Courne, \$40.  
73 Dart. China pony. Mr. Kennedy, \$40.  
74 Bay horse. Mr. Davis, \$50.  
75 Saddle. Mr. Davis, \$35.  
76 One grey griffin, broken to stick and ball. Mr. Kynock, \$105.  
77 Cheung pony. Not sold.

71 Black China pony, good hack up to weight. Not sold.  
72 Penang buggy. Mr. Ah Lee, \$40.  
73 One breast plate harness. Mr. Ah Lee, \$15.  
74 Highland Haggis, chestnut, 13.3, strong, good mover. Mr. Roberts, \$10.  
75 Brown hack. Not sold.  
76 Australian horse. Not sold.  
77 Bay hack. Not sold.  
78 White pony. Mr. Davis, \$10.  
80 Balgonie. Mr. Kennedy, \$80.  
81 Pat. Grey pony. Mr. Davis, \$60.

## THE STANLEY ARMED ROBBERY.

## SIX MEN COMMITTED FOR TRIAL.

Six men appeared before Mr. E. R. Hallifax at the Magistracy this morning on a charge of armed robbery. The facts of the latest outrage are that between four and five o'clock in the afternoon of the 7th instant, the six prisoners entered the village of Lam-Lai Wan, near Tiam, in the district of Stanley. They terrified the inmates of three houses by means of choppers and knives and after having tied them with stout cords, ransacked the dwellings and fled to Stanley Tak pumping station. The Police at Tiam were at once informed of the outrage and the news was immediately communicated by telephone to Shan-ki-wan Police Station and a posse of Chinese and Indian policemen under Constables Parr and Sullivan were despatched to track the robbers. P. C. 21 (Sullivan) with a Chinese constable ambushed the marauders at a convenient spot and it was not long before two of the robbers appeared and were at once pounced upon by the hiding policemen. As the captors were proceeding with their prisoners to headquarters, the latter attempted to escape and also tried to warn their comrades, who, unaware of the fate that had befallen their accomplices, were following some distance behind to meet them, by means of verbal signs, but their plucky guardians covered them with pistols and prevented the escape of the majority of the robbers, who on coming up were promptly arrested with some of the stolen property on their persons. It was a fortunate circumstance that the robbers, doubtless finding their weapons cumbersome, and perhaps incriminating, left them behind, as there is no telling to what lengths they would have gone in their desperation and considering their numerical advantage over the two policemen, P. C. Sullivan's smart piece of work is praiseworthy in the extreme. The robbers appeared before Mr. E. R. Hallifax, First Police Magistrate, to-day, and were committed for trial at the next Criminal Session.

## FALSE RUPEES.

## LARGE CONSIGNMENTS RECEIVED IN INDIA FROM CHINA.

The Pioneer says with reference to the appearance in India of false rupees coined in China the number detected is so large that it would seem that some kind of mint must have been established for their manufacture. The rupees are not of base metal but of good silver, the enormous profits to be secured by placing them in circulation making it unnecessary to run the risk of detection by the use of alloy. The India rupee which bears the King-Emperor's head has not been a satisfactory one, for the design can easily be imitated and these Chinese rupees are so well struck that it is difficult to detect them as spurious except by expert examination. In weight and fineness they are above suspicion and the ordinary person will accept them at once. We do not know how bankers, European and Indian, are likely to deal with them, but there certainly seems to be a danger of their being gradually absorbed into general circulation. Measures will doubtless be taken to discover their place of origin in China and it may then be possible to get the Peking Government to break up the gang of coiners.

## SHARES' RINS.

## A QUESTION OF IMMORALITY.

Before a Full Court, consisting of Hon. Mr. W. Rees-Davies, K. C., Acting Chief Justice, and Mr. Justice Gompertz, Paines Judge, at the Supreme Court this morning, Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shepton, of Messrs. Deacon, Looker and Deacon, made an application for leave to appeal from a decision of the Paines Judge in the case in which Ki Hing Lay brought an action against the Shun Lung Lee firm to recover the sum of \$541.27, being amount due for goods sold and delivered, to wit, sharks' fins. The Shun Lung Lee firm, appellants, wished to appeal on the ground of immorality.

Mr. Alabaster said that that was an application for leave to appeal from a decision of Mr. Justice Gompertz in a Summary Court action. The application was made by the defendants, to whom goods had been delivered to the value of \$541.27. The facts were that the goods were supplied to a brothel and his contention was that the goods were supplied to a brothel and the plaintiff was not entitled to recover on the ground of immorality.

The Chief Justice—The Paines Judge's judgment stated that the place was not immoral?—I didn't have time to read the judgment but it is quite clear that the house was immoral. A woman must live but she needn't be a prostitute. The Paines Judge—But Chinese brothels here are more than brothels. They are half restaurants, where rich Chinese give birthday dinners and so on. The Chief Justice—I don't think you need argue any further, Mr. Alabaster. You are entitled to appeal. Leave to appeal is granted. Mr. Alabaster thanked his Lordship.

## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## THE SOOCHOW RIOTS.

## FIXING THE RESPONSIBILITY.

[By courtesy of the "Shung Po"]

Peking, 22nd February.

Instructions have been despatched by the Central Government to the Governor of Soochow to hold the colonel and the lieutenant of the local garrison responsible for the disturbance in Soochow.

They are called upon to make good the damage done to the Japanese shops and to pay compensation to the injured Japanese subjects.

The Governor of Soochow has ordered the apprehension of the officers concerned.

## THE CANTON RIOTS.

## BRITISH CONSUL'S REPRESENTATIONS.

[By courtesy of the "Shung Po"]

Peking, 22nd February.

In consequence of the recent riots, H.B.M. Consul-General at Canton has wired to the British Minister in Peking to the effect that Canton is inadequately garrisoned, that ample protection cannot be afforded to foreigners in case of emergency, and that the Viceroy be instructed to take special care to ensure protection.

## THE CANTON VICEROY.

## HOLDS HIMSELF RESPONSIBLE.

[By courtesy of the "Shung Po"]

Peking, 22nd February.

Viceroy Yuan Shu-huan has applied that the Board of Punishment be directed to decide what condign punishment should be meted out to him for the recent mutiny of troops in Canton.

## TANG SHAO-YI.

## DEPARTURE FROM PEKING.

[By courtesy of the "Shung Po"]

Peking, 22nd February.

Tang Shao-yi left by train on the 20th inst. for the South.

## POSTS AND COMMUNICATIONS.

## NEW REGULATIONS.

[By courtesy of the "Shung Po"]

Peking, 22nd February.

The Ministry of Posts and Communications has submitted a memorial requesting that an Imperial edict be issued for the formulation of regulations regarding navigation, telegraphs, railways and posts on lines similar to those obtaining in Eastern and Western countries.

## OBITUARY.

## GRAND COUNCILLOR TAI HUNG-TZE.

[By courtesy of the "Shung Po"]

Peking, 22nd February.

The Prince Regent has personally instructed Grand Councillors Tai Chenk and Luk Ching-lum to proceed to the residence of Grand Councillor Tai Hung-tze to inquire after his health.

Grand Councillor Tai Hung-tze is dead.

## Telegram.

## "HONGKONG TELEGRAPH" SERVICE.

## NAVAL BOARD.

ESTABLISHMENT OF BUREAU AT SHANGHAI.

[By courtesy of the "Shung Po".]

Peking, 22nd February.

The Prince Regent and Prince Shun Pui-lap have held a conference at which it was decided to defer the creation of the Naval Board, but to start a Bureau at Shanghai in connection with naval affairs.

## FUTURE OF HONGKONG.

In the far-eastern press, says *Science*, Boston, there have of late appeared significant articles calling attention to the steady change in the status of those great outposts of Imperial Britain Hongkong and Singapore. Although not clearly foreseen, the change that is coming over this last port, Singapore, to the east, is the logical outcome of growth of the numerous minor ports surrounding the Straits of Malacca—ports that owe their very rise to the mercantile pioneer work done by Singapore. The waters, that used to be distributed from that centre, are more and more shipped in bulk to the surrounding countries direct, with the result of considerably diminishing the local trade while decreasing the through shipping trade.

## FUTURE ADVANCEMENT.

For this shipping trade Singapore is ideally situated; a growing Anglo-Saxon commonwealth—Australia and New Zealand—to the southwest, the East Indies with its riches to the south, undeveloped India, China to the north, waking China and bustling Japan and manufacturing America expanding Canada to the north-east; consuming and manufacturing India in the west and behind it the Mohammedan world the Levant and Europe. But in this position Singapore stands by no means alone, and it is a guarantee for the future advancement of Singapore that, the days of the monopoly having gone by forever, British enterprise there has to struggle lustily to maintain its supremacy against the rise of competing ports scattered about the Dutch possessions along the Straits. Singapore, however, has an enormous asset in the fact that it will be some day the southern terminus of the railroads of Asia. None but a British port can be that terminus for the reason that the last section of that railroad line must run through the British Malay peninsula, the hinterland of Singapore. Saigon, the capital of French Indo-China, it is true, will be a close second, a fact which by eliminating monopoly must stimulate British activity still further. The vast improvements that are now being carried on in Singapore testify to the already exemplified in the adjustment to the new conditions that will result in their ultimate mastery.

## NEW PHASE OF ACTIVITY.

Which way things are drifting in Hongkong is scarcely discernible at this confused juncture of political affairs. It seems certain that, what with the dredging of the Canton river enabling deep-sea vessels to reach the capital of South China and the completion of the Canton-Hankow railroad, Hongkong must guard against the fate to which the condemned Macao, with efforts the magnitude of which cannot now be gauged. Meanwhile she is stirred into preliminary efforts by the rapid development of Telukatu, the port of Kiao-chow, which it is the ambition of the Germans to transform into a mighty Hongkong of the north. The fact is that Britain's constrained to enter on a new phase of activity in the east—an activity, to which past pioneer efforts appear in the light of a preparation, eventually to be excelled through a higher impetus of progress.

## BOY LABOUR FOR HONOLULU.

## RECRUITING IN THE PHILIPPINES.

In what purports to be an interview between a reporter of *La Vanguardia* and Manuel Tinio, director of the bureau of labour, Sr. Tinio makes the statement that owing to several complaints made against the agents of the Hawaiian Sugar Planters' Association that they have been recruiting labour for their plantations in the Philippines by inducing young lads under 16 to enter their service, the Governor-General has written a strong letter to Mr. Stevens, the local agent of the company, warning him to take more care in choosing his men, says the *Cebuensis American* of 20th inst.

The greater number of the labourers under 16 who have been taken to Hawaii have been recruited through the aid of a Filipino who has a labour agency in Manila and it is claimed that he has made promises to these youths which have not been authorized by the company and of which the local agent of the company was not aware.

Several of the youths have also approached the agent in a desire to enlist in the service of the company, and have falsely stated their ages. There is a great desire all over the country among the younger generation to get out of the country and see something of the world, and in order to accomplish their end they have deliberately lied to the agent as to their ages. Their parents have objected to their leaving home and much publicity has been given to the affair in the Spanish and Filipino papers.

According to the company's agent the legitimate complaints against treatment meted out to the labourers in Hawaii and on the voyage out are very few and easily settled, and that nearly all the complaints come from politicians who have started a determined campaign against the company for no other reason than because it is an American concern.

## THE "TENYO MARU'S" SPEED.

## RESULT OF OFFICIAL TRIALS.

The T.K.K. liner *Tenyo Maru* went through formal speed trials on Tuesday near the entrance to Nagasaki harbour over the measured distance, which the *Nagasaki Press* believes is slightly in excess of three miles. The results were as follows:—

Time.	Rate of speed per hour.
1st run 10m. 18s. 20.744 knots.	
2nd " 10m. 20s. 20.079 "	
3rd " 10m. 18s. 20.144 "	
4th " 10m. 16s. 20.193 "	
5th " 10m. 16s. 20.046 "	
6th " 10m. 10s. 20.408 "	
Mean speed—20.157 knots.	
On Thursday, official trials were run with the following results:—	
1st run 10m. 05s. 20.577 knots.	
2nd " 10m. 15s. 20.342 "	
3rd " 10m. 04s. 20.611 "	
4th " 10m. 22s. 20.014 "	
5th " 10m. 01s. 20.713 "	
6th " 10m. 23s. 19.982 "	
Mean speed—20.356 knots.	

As the vessel was built for a speed of 19 knots the result of these trials, made after she has been in service for about 18 months, is highly satisfactory to the builders (the Mitsui Bishi Dockyard and Engine Works, Nagasaki) as well as to the owners and officers.

## FIRE IN KOBE HARBOUR.

## ANOTHER COTTON STEAMER IN TROUBLE.

Fire broke out at 6 o'clock yesterday morning on board the British steamer *Furley* (2785 tons), under charter to the Nippon Yusen Kaisha, reports the *Kobe Herald* of 22nd inst. She arrived here at 9 a.m. on the 10th and went alongside the Tokio Warehousing Co.'s pier. She had on board from Bombay 27,900 bales of cotton, of which 22,000 bales were to be landed here. The danger was first discovered through the watch noticing the heat rising from hold No. 3. Soon after dense smoke was seen coming out of one of the ventilators. Steam was turned on to the hatch to extinguish the flames, and the launches *Honango* of the Kobe Water Police, and *Wada Maru*, *Miyokoshima Maru* and *Takahama Maru*, of the Mitsui Bishi Dockyard, were soon alongside. We understand, however, that their services were not availed of, the captain finding the ship's own appliances adequate to deal with the outbreak. The fire was suppressed in the afternoon. About 5,000 bales were damaged. The cargo is insured.

## THE FUTURE OF SAGHALIEN.

## AMERICA MAY POSSIBLY ACQUIRE THE TERRITORY.

Dr. Terawo, a professor of the Law College of the Tokio Imperial University, says:—In spite of denials, the rumour that Russia will sell Saghalien to America may come to be realized. Russia seems to think in order to promote her friendship with Japan, America's mediation may be necessary, and to this end she will sell her territory to America, by which Alaska and Saghalien can be connected, thus bringing America on the stage of Far Eastern diplomacy at another point. It would of course be advisable, if not necessary, for Japan to buy this territory herself, but Russia will not consent to such a measure, otherwise she would have done so at the time of the Portsmouth Treaty. Russia will prefer to sell it to America. In any case, little change will be created in Japan's diplomatic relations. The movements of the federation of Korea with Japan are foolish enough. Japan is guiding Korea on the path to civilisation, and there is therefore but little necessity for a change in the formal relations between the countries.

## BATANG MALAKA RUBBER COMPANY.

The statutory meeting of shareholders of the Batang Malaka Co., was held in London on January 18. The report of the directors was approved and adopted. The chairman explained shortly the position of the company's affairs, and referred to the promising outlook as disclosed in the reports of the manager, Mr. H. M. Darby. He also announced that the transfer of the company's estates had been duly carried out and registered. Extracts were read from a report from Mr. Darby, dated December 19, 1909, in which it was stated that the estate is in first-rate order. The growth of the rubber is well maintained. This report also suggests opening up 400 acres of new land, which the directors are authorising him to do.

Mr. F. W. Barker, managing director of the Lunadon and Ledbury Rubber Estates, who has been on a visit to Borneo, intends to proceed to England by the American route on March 4th.

We have received a wall calendar for the current year from Messrs. Lilley and Skinner, Ltd., boot and shoe manufacturers, whose sole agents for Hongkong and South China are Messrs. Vieira & Co.

Sir Henry May again summoned a foreign woman at the Magistracy this morning for costing him in the public street. The woman failed to put in an appearance, and a warrant was issued for her arrest.

FOUR cases of contraband chandu were seized by revenue officers on board the *Glenvalloch*, Captain Masan, at Singapore, on Tuesday, 15th inst. The cases had been shipped as cargo under an incorrect declaration at one of the China ports.

THE Norwegian steamer *Oscar II*, which was recently ashore near Singapore, is in dry dock for examination. To the ordinary layman, she does not appear to have suffered much damage. The vessel's appearance will be greatly improved with a coat of paint.

## SHANGHAI SHIPBUILDING.

## KIANGNAN DOCK LEADS.

In the course of an exhaustive review of the shipbuilding industry all over the world during the year 1909, the *Glasgow Herald* publishes under the heading of "China" the following figures which show how the Kiangnan establishment by able management has left the huge and older shipbuilding concerns, with its five separate docks and yards, so much in the rear:—

"The three Chinese firms launched 53 vessels of 5,596 tons, and constructed engines of 3,551 i.h.p., as compared with 16 vessels of 5,565 tons and 9,980 i.h.p. last year. The Kiangnan Engineering Works, which is a Chinese Government concern, heads the list this year:—

THE KIANGNAN ENGINEERING WORKS.

SHANGHAI

"Vessel Type Tons I.H.P. Registry  
14 vessels S.s. 749 1775 Chinese  
14 vessels Barges 1617 Chinese  
Total—28 vessels of 2,363 tons and engines of 1775 i.h.p.

THE NEW ENGINEERING WORK (LTD.), SHANGHAI.

Two vessels Motors 280,175 Shanghai  
North Tug 38 90  
Three vessels Launches 90 140  
Ten vessels Barges 1,801  
Total—16 vessels of 2,309 tons and engines of 508 i.h.p.

SHANGHAI DOCK AND ENGINEERING CO., (LIMITED).

Three vessels S.s. 254 1,170 Shanghai  
Five vessels S.s. 1,020 Shanghai  
Total—9 vessels 3,334 tons and engines of 1,370 i.h.p.

## JAPAN'S IRON WORKS AND THEIR FUTURE.

## COMPARISONS WITH OTHER COUNTRIES.

Speaking at the recent meeting of the Japan Engineering Association held on the 22nd ult. Mr. Jukuro Kadono of Osaka and Co., as we learn from the *Japan Advertiser*, made the following observations on iron works in Japan:—

"Among the iron foundries that have been established during the Meiji era, the Kamashi Iron Foundry and the Yawata Foundry are the two biggest ones; the former being a private company while the latter was established by the Department of Agriculture and Commerce. The former had suspended its work for some years but resumed it a few years ago. The Yawata Foundry was established first with a capital of ¥24,000,000 or so, but the amount of capital is now increased to ¥30,000,000, and it is at present the biggest iron foundry in Japan. Besides these two, we have the Nippon Steel Foundry at Kure, Nippon Steel Foundry and the Hokkaido Colliery and S.S. Company's Iron Foundry at Muroran. The Nippon Iron Foundry that was established in 1906 laid out its smelting furnaces at Asanoh and Fuku-shima, using charcoal as fuel, but neither of them proved to be successful on account of the expense of fuel.

The great producer of pig-iron is the Yawata Iron Foundry where this kind of iron is turned out to the amount of more than 100,000 tons a year. Besides pig-iron is produced at the Muroran Steel Foundry, Sumitomo Iron Foundry and Osaka Military Arsenal, and the whole amount of the pig-iron in Japan is only 150,000 tons of so a year. Japan scarcely produces any amount of rolled-iron and of this kind of iron consumed in Japan is wholly imported from abroad. Steel is produced extensively both in the Yawata Iron Foundry and both steel foundries in Kure and Muroran, the former being engaged mostly in such steel works in the making of plates, rail, wire, etc., while the latter manufactures only particular kinds of steel goods and are not instructional steel works. The steel produced at the Yawata Iron Foundry amounts to 30,000 tons a year, while that in both Kure and Muroran to 100,000 tons a year, the total therefore being 130,000 tons or so. The amount of domestic products of both pig iron and steel is estimated at 230,000 tons or so a year, whereas the amount of iron imported a year is 100,000 tons, of pig-iron, 350,000 tons, of iron bar and plates and 200,000 tons of wire, etc. besides which the iron materials that are imported for shipbuilding purposes amount to 550,000 tons a year, so that about 750,000 tons of various kinds of iron are imported into Japan a year, the amount being three times that of home products.

The United States produces 16,000,000 tons of iron a year, Germany 12,000,000 tons, Great Britain 9,500,000 tons, France 3,400,000 tons, Russia 2,750,000 tons, while Japan produces only 250,000 tons or so. What will be the future of iron works in Japan? Japan has at present its iron materials produced at Kamashi, places in Hokkaido, Korea and Manchuria. China has also a number of iron mines, and the minerals of the Taiyuan line contain 60 per cent. of iron, and are used as material in the Yawata Foundry, and iron materials produced at other mines in China can be gradually imported into Japan. As to the fuel for iron works, Japan is not rich in coal suitable for the purpose. The Takashima coal mine is the only one that Japan has at present but China produces some amount of the coal fitted for the purpose. Besides Japan has made much improvement in the making of fire-proof brick and clay. Such being the case, the future development of iron works in Japan cannot be said to be a matter of impossibility. The skill of workmen is of great value in the iron works in this respect the past experiences in Kamashi and Yawata must do a great service in the future.

THE shipyard at Port Swettenham is now on full accompi. Vessels up to 50 tons can be docked in it, the first to receive attention being the F. M. S. R. lighter No. 21 of about 30 tons. The Government launches will in future be docked in it. Two strong engines have been provided.

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions from The Hon. The Captain Superintendent of Police, to sell by PUBLIC AUCTION, TO-MORROW (THURSDAY), the 24th February, 1910, at 11 A.M., at Messrs. Jardine, Matheson & Co., Ltd.'s Godowns, 55, Cases SPIRITS OF WINE. TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 23rd February, 1910. [202]

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship "INDRAVELLI," Captain Pitcher, will be despatched as above on or about 16th March.

For Freight, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 23rd February, 1910. [200]

THE PORTUGUESE CONSUL.

OFFICIAL VISIT TO NAVAL COMMANDERS.

Senhor J. J. Leiria, Consul for Portugal in Hongkong, made his first official visit on board the Portuguese cruiser *Rainha Dona Amalia* yesterday, since that vessel's arrival in port from Lisbon. It may appear that the ceremonial call was somewhat belated since the cruiser has been in Hongkong harbor now for some time. As a matter of fact, however, Mr. Leiria met with the regrettable accident in August last which confined him to his house for some considerable time, and it was not until yesterday that he felt safe enough to negotiate the gauntlet of the Portuguese cruisers. After his visit to Captain Cunha Lima, the Portuguese Consul visited also the *Varo da Gama* and the gunboat *Patricio*. All the three vessels fired the customary complimentary salutes.

## NEW SUGAR COMPANY.

## PROPOSED ESTABLISHMENT IN FORMOSA.

It had been reported, says the *Osaka Asahi* that the Formosa Government, surprised at the remarkable result of protecting the sugar industry in Formosa, had decided not to grant a charter for the formation of any more sugar companies, but a scheme is now said to be on foot to form a new company in the island with the support of Marquis Matsukata, and it is believed that the prospectus will be issued next month. The particulars of the scheme are being kept secret, but it is known that the capital of the company is fixed at ¥10,000,000, that the mill is to be established in the vicinity of Taipei, that sugar cane is to be collected over an extensive tract by utilising the railway and river, and that crude as well as refined sugar is to be produced by the new company.

The Ensuiko Sugar Company of Formosa now produces refined sugar, and the result is said to have proved satisfactory. It is stated that, compared with sugar produced in Japan from Formosa and other crude sugar, Formosa refined sugar is ¥1 per 100 lbs. cheaper. It is expected that all other Formosan sugar mills will follow the example of the Ensuiko company in which case the sugar-refining business in Japan Proper will be much affected. —*Japan Chronicle*.

## Events Coming.

Thursday, 24th February.  
Geo. P. Lammer, Auction sale of Chinese Curios, 233 p.m.  
Legislative Council Meeting, 3.30 p.m.

Friday, 25th February.  
Geo. P. Lammer, Auction sale of Furniture, 13, Austin Avenue (Kowloon), 2.45 p.m.

Saturday, 26th February.  
Geo. P. Lammer, Auction sale of Furniture, at 4, Lochiel Terrace, (Kowloon), 11 a.m.  
China and Manila Steamship Company, Annual Meeting, at the Office of Sheewan Tomes & Co., Noon.  
National Bank of China, Limited, Annual Meeting, at Noon.  
Hongkong Ice Company Limited, Annual Meeting, at the Office of the General Manager, 12.30 p.m.  
Geo. P. Lammer, Auction sale of Furniture, at 9, MacDonnell Road, 2.30 p.m.  
Phoenix Club Smoking Concert, 9 p.m.  
Theatre Royal, Mignon de Beville "Hare Foot Dancer," 9.30 p.m.

Monday, 28th February.  
Geo. P. Lammer, Auction sale of Furniture, 5, Lochiel Terrace, (Kowloon), 2.45 p.m.

Tuesday, 1st March.  
Organ Recital, at St. John's Cathedral, 5.30 p.m.

Saturday, 5th March.  
Canton Regatta.  
Buffs Regimential Race Meeting, Race Course.

Wednesday, 9th March.  
Hongkong Fire Insurance Company, Ltd., Annual Meeting, at the offices of Messrs. Jardine, Matheson & Co., Ltd., 12 o'clock Noon.

Thursday, 10th March.  
China Fire Insurance Company, Limited, Annual Meeting, at 5, Queen's Road Central, Noon.

Saturday, 12th March.  
Hongkong Regatta.  
Boxing "Bill Lewis" vs "Battling Blimms," City Hall.

## To-day's Advertisement.

## THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE is hereby given, that KWOK SIU-KUI, of No. 3 Li Yuen Street, West-Victoria, in the Colony of Hongkong, Trader, has, on the 21st day of February, 1910, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

A device representing a child standing over a scroll which is surrounded by cydonia flowers;

in the name of KWOK SIU KUI, who claims to be the proprietor thereof.

The Trade Mark has been used by the Applicant since the beginning of the year 1903. A Facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks and of the Undersigned.

Dated the 23rd day of February, 1910.

WILKINSON & GRIST, Solicitors for the Applicant.

## Intimations.

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Government of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO., (Machinery Dept.) Hongkong, Sole Agents. Hongkong, 7th December, 1900. [42]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP .....\$1,450,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers, Hongkong, 10th March, 1908. [41]

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## SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

## FIRST APPEARANCE IN HONGKONG

OF Mr. CARL WALLNER, Whistler and Comedian.

Miss ADA KING AND Miss RUBY CRYSTAL } IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY AND FRIDAY, DAILY TWO PERFORMANCES. First commences 8.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY AND SUNDAY 4 p.m. Half-price. Hongkong, 19th February, 1910. [36]

## MARTELL'S BRANDY.

THE MOST RENOWNED AND RELIABLE COGNAC BRANDY IN THE WORLD.

Used by Connoisseurs, the Medical Profession and Hospitals in preference to other Brandies.

Messrs. Martell & Co. are the Pioneer and leading Cognac Growers and Distillers in the World.

SOLE AGENTS—

H. PRICE & CO., LTD. WINE MERCHANTS.

12, Queen's Road.

Telephone 135.

Hongkong 9th February, 1910.

Telephone 135.

Hongkong 9th February, 1910.

Telephone 135.

Hongkong 9th February, 1910.

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Hongkong 9th February, 1910.

Telephone 135.

Hongkong 9th February, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA and 10 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. &c. (Subject to Alteration.)

From Hongkong	From St. John, N.B.
"EMPRESS OF INDIA" SATURDAY, FEB. 20TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of India" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 30-Knots, and are regarded as none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 271.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class, only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 243/-

Via New York 245/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	THURSDAY, 24th Feb., Noon.
SHANGHAI	"YUENSANG"	FRIDAY, 25th Feb., 4 P.M.
SHANGHAI via SWATOW	"WAISHING"	SATURDAY, 26th Feb., 3 P.M.
TIENSIN via TSINGTAU	"CHIPSING"	SUNDAY, 27th Feb., Daylight.
MANILA	"LOONGSANG"	FRIDAY, 4th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 8th Mar., Noon.
SINGAPORE, PENANG & GALLUTTA	"NAMSANG"	WEDNESDAY, 9th Mar., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutong", "Yamang" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215 Hongkong, 23rd February, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
TIENSIN	"HUICHOW"	24th Feb., 4 P.M.
SHANGHAI	"ANHUI"	24th Feb., 4 P.M.
TSINGTAU, CHEFOO and DALNY	"NEUHOWANG"	25th Feb., Daylight.
SHANGHAI	"CHINCHUA"	27th Feb., Daylight.
MANILA	"TEAN"	1st Mar., 3 P.M.
CEBU & ILOILO	"CHUKANG"	1st Mar., 4 P.M.
SHANGHAI	"LIANG"	6th Mar., Daylight.
MANILA	"TAMING"	8th Mar., 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	14th Mar., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chuan, Lin, Ching). With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE AGENTS.

Telephone No. 56 Hongkong, 23rd February, 1910.

HONGKONG—MANILA—CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	Fare	Sailing Date
LAIRO	550	R. Rodger	MANILA	SATURDAY, 20th Feb., at Noon.
ROBI	550	A. Fraser	"	SATURDAY, 5th Mar., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Telephone No. 105 Hongkong, 19th February, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED. PASSENGER SERVICE TO LONDON, ROTTERDAM & ANTWERP.

THE Steamer "CARMARTHENSIRE"

Offering superior accommodation, for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON 285/-

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to JARDINE, MATHESON & Co., Ltd. Agents.

Hongkong, 3rd January, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. Gotoh	6,182	WEDNESDAY, 23rd Feb., at Noon.
Do.	"YACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. R. E. Hutchinson		FRIDAY, 4th March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage, passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates; suit adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, MOY and FOOSHOW	"CHOSHUN MARU" Captain T. Suroga	SUNDAY, 27th Feb., at Daylight.
TAMSUI via SWATOW & MOY	"DAIOI MARU" Capt. H. Murayama	TUESDAY, 1st Mar., at 10 A.M.
ANPING via SWATOW and MOY	"SOSHU MARU" Captain T. Sugi	WEDNESDAY, 2nd Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOHU MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 5, Queen's Buildings.

Hongkong, 2nd February, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLES—LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAGA MARU" Capt. M. Higgin, Tons 7000 "ATSUTA MARU" Capt. Wm. Thompson, Tons 9000 "HI ACHI MARU" Capt. N. Mathieson, Tons 7000	WEDNESDAY, 2nd and 16th March, at Daylight. WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight.

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

"TAMBA MARU" Capt. K. Sato, Tons 6500 WEDNESDAY, 16th March, From YOKOHAMA.

"AWA MARU" Capt. S. Ishikawa, Tons 7000 TUESDAY, 29th March, at Noon.

SYDNEY AND MELBOURNE via MANILA, THURSDAY

"KUMANO MARU" Capt. M. Winkler, Tons 6000 FRIDAY, 18th March, at Noon.

ISLAND, TOWNSVILLE AND BRISBANE

"YAWATA MARU" Capt. T. Sekine, Tons 5900 FRIDAY, 18th April, at Noon.

SHANGHAI, MOJI AND KOBE

"TAKASAKI MARU" Capt. A. Mocker, Tons 5900 THURSDAY, 24th Feb.,

N. GASKA, MOJI, KURE, KOBE & YOKOHAMA

"HAKATA MARU" Capt. J. Dring, Tons 6500 WEDNESDAY, 24th Feb., at Noon.

NAGASAKI, MOJI and KOBE

"YAWATA MARU" Capt. T. Sekine, Tons 5900 WEDNESDAY, 16th Mar., at Noon.

BOMBAY, via SINGAPORE and COLOMBO

"RINGO MARU" Capt. G. C. Hurry, Tons 7000 TUESDAY, 8th March,

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KURUMOTO, Manager.

Shipping—Steamers.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "GREGORY APCAR"

Captain S. H. Beldon, will be despatched for the above Ports, on FRIDAY, the 25th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 17th February, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

1/4 PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" On or about 28th Feb.

For Freight and Passage, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 22nd February, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE"

Captain Helms, will be despatched as above on WEDNESDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th February, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship "WELSH PRINCE"

will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to ARNOLD, KARNBERG & Co., General Agents.

Hongkong, 3rd January, 1910.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to P. A. LAPICQUE & Co., Agents at Hongkong, No. 4 Queen's Building, Telephone 950.

Hongkong, 28th January, 1910.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG HAI" Capt. M. S. ORDWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 1.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meal \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 19th February, 1910.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading, issued for BATAVIA, PERMAN GULF, OCEANIC, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 5th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Adelphi", 10,833 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "India", due in London on 15th April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Supercargo, last Hongkong, 19th February, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "JAPAN"

Captain J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 26th February, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 22nd February, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "CARMARTHENSIRE"

Captain R. L. Daniel, R.M.S., will be despatched as above about 1st March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 31st January, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

VANCOUVER, B.C., TACOMA & SEATTLE via MOJI, KOBE and YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Kumano"	6,232	J. Mathie	10th March
"Yamato"	4,373	J. Boyd	17th April
"Oceano"	4,657	F. W. Davies	2nd June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 17th January, 1910.

KWONG FUNG YUEN.

HEAD OFFICE—No. 85, Des Voeux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS, SAW MILL OWNERS, AND GENERAL CONTRACTORS TO H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Oak, Larch, Hardwoods, Oregon Spar, Chinese Fir, Chinese Pine of all descriptions. Inspection invited to the Yards.

Quick delivery.

LEUNG TAI, Managing Director.

Hongkong, 19th January, 1910.



## SHARE QUOTATIONS

Supplied by Messrs. H. S. KADOORIN &amp; Co. Corrected to noon: later alterations given under "Commercial Intelligence" page 5

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	\$1,500,000 \$1,500,000 \$150,000	\$2,000,819	Interim of £2 for account 1909 @ ex 1/10 = \$21.72	\$905 sellers London £90.10
National Bank of China, Limited	90,925	7	20	\$4,000,000 \$4,000,000 \$400,000	\$50,551	\$2 (London 3/6) for 1909	\$73 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,818 \$102,719 \$128,000	none	\$10 for 1908	\$150 buyers
North China Insurance Company	10,000	15	25	Tls. 221,000 Tls. 225,853 Tls. 140,185 \$1,000,000	Tls. 207,375	Final of 7/6 making 15/- for 1908	Tls. 113 buyers
Union Insurance Society of Canton	11,400	\$150	\$100	\$1,000,000 \$100,000 \$105,249 \$102,500	\$1,049.71	Final of \$17 making \$47 for 1907 and interim of \$16 for 1908	\$910
Yangtze Insurance Association, Limited	11,000	\$100	\$50	\$1,000,000 \$294,405 \$199,264 \$1,000,000	\$7,703.77	\$12 and bonus \$3 for 1907	\$220 buyers
<b>FIRE INSURANCE.</b>							
China Fire Insurance Company	70,000	\$100	\$30	\$1,000,000 \$438,668 \$128,802 \$1,213,172	\$375,341	\$6 and bonus \$2 for 1907	\$117/- sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$100,000 \$1,100,000	\$268,711	\$27 for 1907	\$165 sellers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$180,000 \$100,000 \$280,000	\$1,025	\$1 for 1908	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000 \$300,000	Nil	\$1 for year ending 30.6.1908	\$52 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$617,500 \$110,000 \$737,500	\$21,170	Interim of \$12 for account 1909	\$104 ex div.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$10,000 \$10,000 \$10,000 \$30,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/10 11/16 = \$3.154	\$63 buyers
Do. (Deferred)	60,000	25	25	\$10,000 \$10,000 \$10,000 \$30,000	\$13,755	Final of 2/- for 1908 and interim of 1/- for 1909	78/6 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	\$1,000,000 \$1,000,000 \$1,000,000 \$3,000,000	\$68,817	\$1.00 for year ending 10.4.1909	\$26
"Star" Ferry Company, Limited	10,000	\$10	5	\$10,000 \$10,000 \$10,000 \$30,000	\$3,121	\$0.50 for year ending 10.4.1909	\$144
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$350,000 \$35,000	\$5,858	\$5 for year ending 31.12.08	\$163 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	\$155,803	\$3 for 1897	\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	Tls. 480 buyers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	100,000	1	1	\$175,000 \$175,000 \$17,500	\$1.48	Final of 1/6 making 3/- for 1909	Tls. 183 sellers
Headwaters Mining Company	60,000	10	10	none	none	First year	Tls. 10 buyers
Ramb Australia Gold Mining Company, Limited	150,000	18/10	18/10	\$4.178	\$4.178	No. 12 of 1/- = 48 cents	\$6
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$18,000 \$18,000 \$1,800	\$7,481	\$1.75 for year ending 31.12.08	\$20
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$3,000,000 \$26,806 \$20,000 \$2,980,000	\$50,102	None	\$60 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$1,000,000 \$1,000,000 \$100,000 \$1,100,000	\$145,162	Interim of \$14 for account 1909	\$60 buyers
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,257 Tls. 50,000 Tls. 1,057,257	Tls. 6,261	Interim of Tls. 24 for 1910	Tls. 83 sellers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 1	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 100,000 Tls. 1,100,000	Tls. 12,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 130 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 15,000 Tls. 15,000 Tls. 1,500	Tls. 4,134	Tls. 6 for year ending 29.2.09	Tls. 103 sales
Central Stores, Limited	50,123	\$15	\$15	\$15,000 \$15,000 \$1,500	\$4,641	\$1.20 on old and 60 cents on first new issue	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$50	\$60,000 \$60,000 \$6,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	192 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$1,000,000 \$1,000,000 \$100,000 \$1,100,000	\$20,475	Interim of \$1 for account 1909	\$99 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,500,000 \$1,500,000 \$150,000 \$1,650,000	\$1,486	60 cents for 1908	\$74 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$24 for 1909	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 1,523,045 Tls. 152,304 Tls. 1,675,349	Tls. 144,404	Interim of Tls. 3 for account 1909	Tls. 117 1/2
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of \$2 for account 1909	\$42
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 100,000 Tls. 100,000 Tls. 10,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	Tls. 130 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	Tls. 40,000 Tls. 40,000 Tls. 4,000	\$9,553	30 cents for year ending 31.7.08	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,373	Tls. 74 for year ending 30.9.08	Tls. 61
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	Tls. 75
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 31,178	Tls. 15,911	Tls. 50 for 1908	Tls. 375
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$150	\$48	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$12,000 \$12,000 \$1,200	\$4,641	\$1.20 for 1908	\$124 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.08	\$61
Do. special shares	50,000	\$1	\$1	none	\$1,407	80 cents for 1909	\$84 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$100,000 \$100,000 \$10,000	\$1,407	\$1.20 for year ending 31.7.09	\$16 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000 \$100	\$1,893	Interim of 35 cents for account 1909	\$74 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$13,000 \$13,000 \$1,300	\$3,756	8 cents for year ending 31.12.08	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000 \$1,000 \$100	\$670	\$1 and bonus 20 cts. for year ending 29.2.09	\$208
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5,105	Interim of \$2 for account 1909	\$175 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$12,500	\$7,616	Interim of \$1 for account 1909	\$218 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$100,000 \$100,000 \$10,000	\$8,790	Final of Tls. 12 and bonus of Tls. 74 for 1909	Tls. 1,730
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 547,500 Tls. 54,750	Tls. 316,682	80 cents on fully paid shares and 5 cents on 5/- paid shares for year ending 30.4.09	Tls. 31 sellers
Park Tramways Company, Limited	25,000	\$10	\$10	\$20,000 \$20,000 \$2,000	\$3,204	None	\$10 buyers
Park Tramways Company (new)	50,000	\$10	\$10	\$20,000 \$20,000 \$2,000	\$3,204	None	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	\$18,440	Final Tls. 5 making Tls. 8 for 1908	Tls. 150
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 74,810 Tls. 74,810 Tls. 7,481	Tls. 5,250	None	\$224 sellers
South China Morning Post, Limited	6,000	\$15	\$15	none	\$63	40 cents for year ending 31.5.09	\$41
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$172	60 cents for year ending 31.12.08	\$10 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$543	60 cents per ord. share for year ending 31.5.09	\$124 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$40,000 \$40,000 \$4,000	\$2,613	Final of 30 cts. for 1908	\$7 sellers
Watson (A.S.) & Co., Limited	90,000	\$1	\$1	\$300,000 \$300,000 \$30,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$5 sellers
William Powell, Limited	15,000	\$7	\$7	none	none	None	71/- 22/3 buyers
<b>RUBBERS.</b>							
Allagar Rubber Estates	750,000	2 1/2	2 1/2	none	none	45 % interim for 1909	\$145
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	none	none	2/6 for 1909	90/- sales 137/6
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$7,700 \$7,700 \$770	\$11,705	None	90
Cassidell Rubber Estate, Limited	32,000	\$10	\$10	none	\$2,320	None	115/- buyers nominal
Damansara (Selangor) Rubber Co.	117,000	\$10	\$10	none	none	7 1/2 and interim for 1909	7/9
Gelcondas Malay Rubber Co.	80,000	\$10	\$10	none	none	None	nominal
Highland & Lowland Rubber Co. (fully paid)	181,454	\$10	\$10	none	none	20 % for year ending 31.6.08	147/6
do. (contributory)	123,541	\$10	\$10	none	none	Interim of 40 % = 80 cts. for account 1909	42/3 buyers
Kamunling (Perak) Rubber, Ltd. & Co.	950,000	\$10	\$10	none	none	None	75/-
do. A Shares	950,000	\$10	\$10	none	none	None	39/6
do. B Shares	950,000	\$10	\$10	none	none	None	175/-
Kuala Lumpur Rubber Co., Limited	180,000	\$10	\$10	none	none	Interim of 100 % for 1909	519
Linggi Plantations, Limited (ordinary)	900,000	\$10	\$10	none	none	None	32/6
do. (7 1/2 % pref.)	10,000	\$10	\$10	none	none	None	48/6
Leedbury Rubber Estates, Limited	6,000	\$10	\$10	none	none	None	\$775 buyers
do. (contributory)	40,000	\$10	\$10	none	none	None	112/6
Sagga Rubber Company, Limited	20,000	\$10	\$10	none	none	None	175/-
Sanyoc Rubber Company	50,000	\$10	\$10	\$20,000 \$20,000 \$2,000	\$1,375	None	319
Sekong Rubber Company, Limited	80,000	\$10	\$10	none	none	None	32/6
Stelford Rubber Estate, Limited	25,000	\$10	\$10	none	none	None	48/6
Singapore & Johore Rubber Company, Limited	2,100	\$100	\$100	none	none	None	\$775 buyers
Sungei Choh Rubber Estate Company, Limited	45,000	\$10	\$10	none	none	None	112/6
Sungei Kapar Rubber Company	110,000	\$10	\$10	none	none	None	112/6

## Intirators

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$3,000,000



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

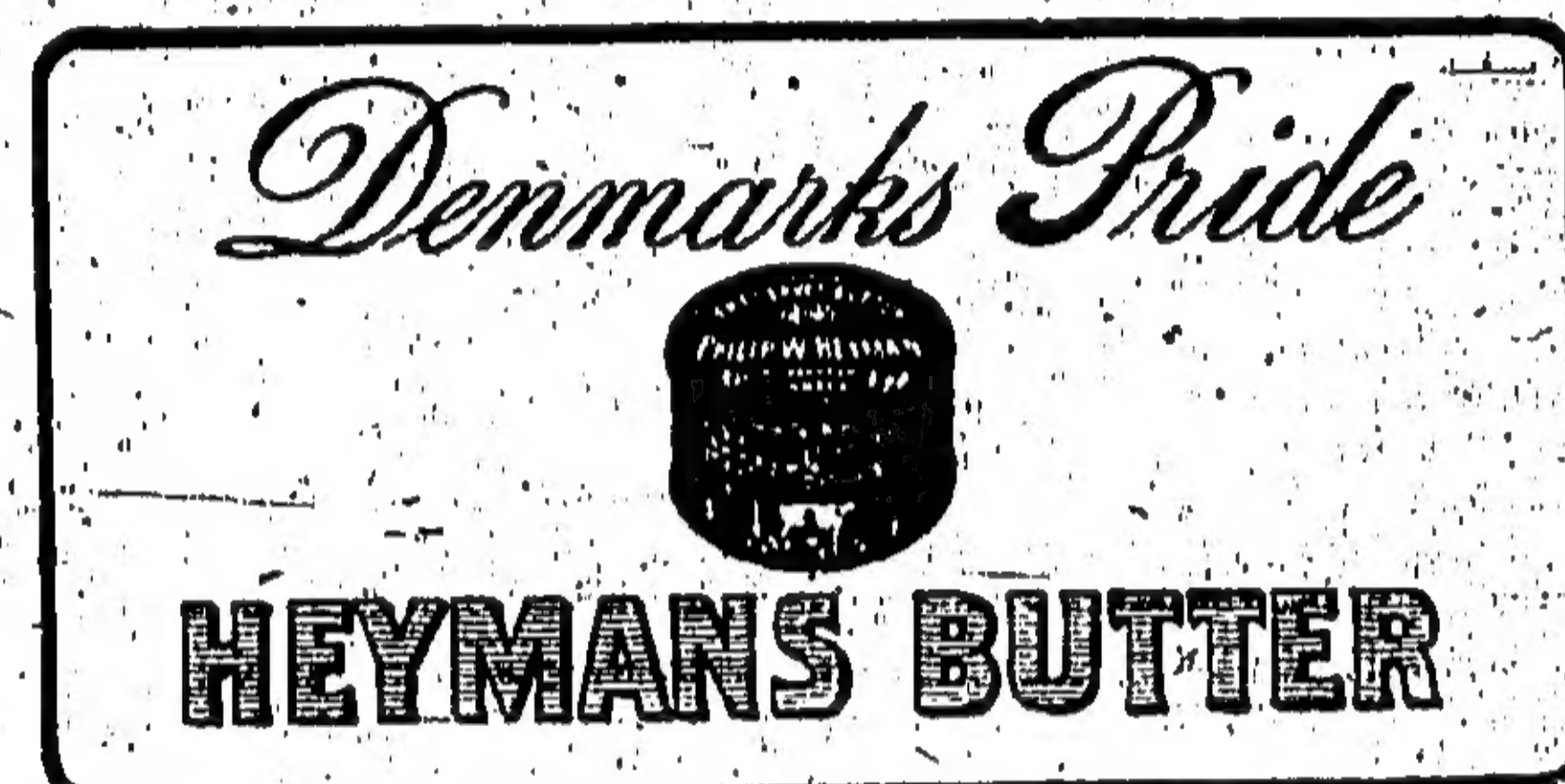
## SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia O Pareira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.



SIEMSEN &amp; CO., Sole Agents.

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## REGRET

You will NEVER if you  
VISITMOHIDEEN &  
THAHA,in  
D'AGUILAR STREET,  
the  
NEW JEWELLERS  
AND DEALERS  
in  
CEYLON PRECIOUS  
STONES  
of every description, and  
other GEMS.OSMAN &  
CASUM,

1 &amp; 3, D'AGUILAR STREET.

JUST UNPACKED  
Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.MUSLIN and FIGURED VOILES,  
LACE and EMBROIDERIES a specialty.TABLE-LINENS, SERVIETTES and  
HOUSEHOLD LINENS.Samples on application.  
Cash Port Orders carefully

Hongkong, 6th September, 1909.

## LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1909.

## MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

## MOTOR BOATS

FOR HIRE.

ALWAYS AT BLAKE PIER.

## NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS.

TYPEWRITERS, BICYCLES

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